

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY Czechoslovakia

REPORT NO.

25X1A

SUBJECT Prague-Ruzyne Airfield

DATE DISTR. 10 August 1953

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25X1A

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25X1A

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REFERENCES

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SOURCE:

1. The Prague-Ruzyne Civilian Airfield 5005N-1416E was referred to by mechanics as the "house of prostitution on wheels" (Bonako-bordel na koleckach). This airfield was located 11 km. west of Prague. A new section Point No. 4, Annex A of the highway was 500 to 700 m. east of the field. About three kilometers southeast of the field was a coniferous forest containing the Hvezda castle. There were three ponds, three to five kilometers southwest of the airfield. The surrounding terrain was level on the north, south, and west, slightly sloping on the southeast toward Ruzyne, and there was considerable slope east and northeast toward a valley. The field was 370 m. above sea level.
2. As far as obstructions are concerned, there were no hills in the vicinity of the airfield. Power lines, however, and five-meter-high deciduous trees were along the highway Point No. 5, Annex A and about five kilometers northeast of the airfield was a 40 to 50 m. high chimney of an Army hospital. No other buildings, except those on the airfield proper, were in the near vicinity of the airfield. Other obstructions were: ILS transmitter antenna in the corner of runways 22 and 26 (about 100 m. from the runways) although the transmitter itself was no longer used; about 200 m. southwest from the airfield was an antenna, 7 m. high; about 500 m. northeast from runway 22 was an antenna, 10 m. high; about 400 m. northwest from runway 22 was an antenna, 10 m. high; new antenna, 5 m. high, 300 m. from beginning of runway #22; new antenna, 5 m. high, about 4 km. from runway #22.

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STATE	#x	ARMY	#x	NAVY	#x	AIR	#x	FBI		AEC									
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(Note: No Distribution Indicated by "X")

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SECRET/SECURITY INFORMATION

-2-

25X1A

3. The Prague-Ruzyně Airfield was rectangular; it extended 1,800 m. north and south, and 1,500 m. east and west, with possible extensibility to the northwest. The airfield surface was level; the space between runways was grassy and was used as an auxiliary takeoff and landing space for smaller aircraft. The drainage system worked very well; each side of the runway had a sewer system with openings (30 x 10 cm.) 25 m. apart. There was a 300 m. prolongation of runway 22 Point No. 1, Annex B constructed during 1952; it was finished in January 1953. The new part of the runway was not in use and would not be for a long time, because the concrete surface was not sufficiently dry. There were two taxi strips see Annex C, Point No. 17.

Point # A. Taxi Strip: about 20 m. wide, 600 m. long; asphalt; good condition. It led to intersection of runways from aircraft parking Annex C, Point No. 37.

Point # B. Taxi Strip: 20 m. wide, 200 m. long; asphalt; good condition; it led from parking point Annex C, Point No. 37 to Runway No. 22.

Airfield had no hardstands. There were no revetments on the airfield. Parking point Annex C, Point No. 37 was concrete. It was the passenger boarding point. Aircraft parking points Annex C, Point No. 47 were temporary, and made of concrete.

4. Flying in winter was at times impossible because of poor visibility (low clouds) and the fact that aircraft had poor instruments. Aircraft were grounded in winter on the average of 20 days. In fall and spring, flying was poor due to morning fogs; the weather usually cleared up by noon. Snow from runways was cleared off mechanically by a large truck-like mobile unit with rotating blades in front; snow was blown out from the sides of the truck. this truck came from Russia.

25X1X

5. The following technical facilities were used at the field:

- a. Radio was in the control tower, Annex C, Point No. 117 and in the main building on second floor. The airfield used:

VHF - very high frequency
 Rtm -
 VHF DF - very high frequency direction finding
 HF RT - high frequency radio telephony
 HF WT - high frequency wireless telegraph
 HF DF - high frequency direction finding
 MF WT - medium frequency wireless telegraph
 MF DF - medium frequency direction finding
 Rbn. - radio beacon
 Rng. - radio range
 SBA - standard beam approach - SBA - Lorenz
 ILS - instrument landing system
 Rozhlas - broadcast

- b. Telephones were in most of airfield's installations. The telegraph station was on the first floor of the main building, Annex C, Point No. 147.
- c. Electric power was supplied from Prague, but if for some reason it was discontinued, the airfield had its own mobile electric power unit.
- d. The weather station was located on second floor of main building Annex C, Point No. 147.

SECRET

e. Signaling devices and other landing aids:

- (1) Runway lights: Runway No. 22, Annex B, Point No. 17, had white lights, except for the four last ones on either end of the runway, which were orange; lights were 100 m. apart.
- (2) Runway No. 26 Annex B had white lights.
- (3) Runway No. 22 had four green boundary lights.
- (4) Approach lights were 14 m. from the center of runway No. 22; on the left hand side was a row of 20 yellow lights, 50 m. apart. Three meters to the left from the left rim of Runway No. 22 and 60 m. from its beginning, was one green light; 520 m. from Runway No. 22 was a row of 11 lights, and at 870 m. distance, another row of 7 lights, 25 m. apart, perpendicular to the first row, with 20 yellow lights forming a letter "T".
- (5) At the beginning of each runway was a mobile unit (Karavana) which gave landing signals to smaller aircraft not equipped with radio: red light meant "Stop"; green light meant "Clearance"; white light meant, "Return to your home base".
- (6) Another landing aid was the rocket pistol; it used the same code as above See 9, e (5)7.

f. Aircraft repair facilities were in each hangar, with space available for minor repairs as well as for changing of engines. No new technical devices were under construction or improvement

25X1X

6. Airfield's ground electronic equipment used for aircraft landings only included:

- a. Lorenz - transmitter only; located at end of Runway No. 22.
- b. Inner Marker - located 300 m. from start of Runway No. 22; iron beacon, five meters high.
- c. Outer Marker - located three kilometers from start of Runway No. 22; similar to inner marker, referred to as "predzvest" presage.
- d. Locator B - 300 m. from start of Runway # 22.
Locator PR - 4.1 km. from start of Runway # 22.

7. Electronic equipment used in civilian aircraft was as follows:

DC-3's: Liaison - receiver-transmitter
Two command transmitters
Three command receivers

FUG-10: Transmitter for letdown in reserve
Receiver for radio beacon
Receiver for Lorenz
Some VHF receiver-transmitters

IL-12: Receiver-transmitter; copy of Bendix (Conveyor DC-4, automatic training frequency, which was copied from the Liaison, manufactured in Russia). Same wave length as liaison set
VHF. A/G G/A American origin
Radio beacon
Lorenz - receiver only (German or American origin)
FUG-10 - in reserve (transmitter was German made)

SECRET

LI-2: RSB-5;
RSI - receiver-transmitter (of USSR origin)
not very reliable; therefore, not used often
VHF - receiver-transmitter
Lorenz
Radio beacon

8. Definition and utilization of electronic equipment at the field is as follows:

- a. Liaison: used for telegraph and voice in flight only (G/A and A/G); long wave length
- b. Command: QGH, for landing; 322 frequency; used between air-field and plane for instruction purposes; 32 - 25 kc. frequency; short wave length; receiver-transmitter.
- c. FUG-10: for landing and while in flight; short and long wave length telegraph.
- d. Radio beacon: ground: a radio compass receiver in aircraft was used as receiver for landing; it was normally used in flight between radio beacons.
- e. Lorenz: letdown only; receiver, 33.3 mc.
- f. VHF: used mostly at night because other sets faded out; receiver-transmitter; A/G G/A voice. Used for emergency landings; seldom used because of shortage of tubes.

9. Radio equipment used in landing included:

MDF Prague 333 OKL - medium frequency direction finder; frequency 333 kc.; call sign OKL
MDF Prague 322 OKL - medium frequency direction finder; frequency 322; call sign OKL
SBA OM 38 mc. - standard beam approach; call signals OM-38 mc.
SBA IM 38 mc. - standard beam approach; call signs, IM
SBA LOC 33.3 mc. - standard beam approach; call signs, LOC-33.3 mc.

The following equipment was used in three methods of approach:

- (1): SBA QFU 22 (Lorenz): standard beam approach, Runway No. 22:
RNG Prague 310 PG - radio range Prague; frequency 310 (call letters PG)
MDF Prague 322 OKL - medium frequency direction finder; frequency 322; call sign OKL
RBn Prague 372 PA - radio beacon Prague; frequency 372
MDF Prague 333 OKL - medium frequency direction finder; frequency 333; call signs OKL
SBA OM 38 mc. - standard beam approach; call signals OM-38 mc.
SBA IM 38 mc. - standard beam approach; call signals IM-38 mc.
SBA LOC 33.3 mc. - standard beam approach; call signals LOC
RBn Prague 365 OKL

(2): Second method:

MDF QFU 22 - medium frequency direction finder; runway No. 22
RNG Prague 310 PG - radio range Prague; frequency 310; call letters PG
MDF Prague 322 OKL - medium frequency direction finder; Prague, frequency 322; call sign OKL
RBn Prague 372 PA
MDF Prague 333 OKL - medium frequency Prague; frequency 333; call signs OKL
RBn Prague 365 OKL

SECRET

SECRET/SECURITY INFORMATION

-5-

(3): Third method:

25X1A

PG QFU 08 (MIMO OSU)
 RNG Prague 310 PG - radio range Prague; frequency 310; call letters PG
 MDF Prague 322 OKL - medium direction finder; frequency 322; call signs OKL
 RBn Prague 732 PA
 MDF Prague 333 OKL - medium direction finder; Prague frequency 333 OKL
 RBN Prague 365 OKL

25X1X

10. Water pumps and water hydrants were scattered throughout airfield.

For additional information on supply see [redacted]
 unable to give any information on weapons and ammunition.

25X1A

11. The following numbers refer to buildings shown [redacted] of the airfield Annex C7: 25X1X

Point # 5. New Building: built in Fall 1952; brick, was three-storied, 100 x 100 x 20 m.; straight roof, roof cover unknown. The building was painted dark green; it housed: aircraft repair shop in south part; in north part were the Ministry of Transportation, Airlines' Council on first floor, main administrative office and airfield director's office on second, and office of the Cadre Referent (kadrový referent) on third.

6. Complex of Several New Buildings: under construction in March 1953; area under construction was 200 m. long and 200 m. wide; buildings were brick (roofs not yet finished). One of the buildings was to be a power house supplying steam for heating purposes to all installations on the airfield; other buildings were to be billets for aircraft mechanics and other help on airfield.

7. Three Hangars:
Hangar A: stuccoed brick; 120 x 30 x 16 m.; single story; shed-type roof; divided into three parts; on both sides were parking spaces with parking capacity for about 10 DC-3's. In the middle of the hangar were offices. Hangar was painted dark green. Concrete aprons were in front of all hangars.
Hangar B: same construction as Hangar A; located about 100 m. south of Hangar A.
Hangar C: same construction as Hangar A; located about 50 m. from Hangar B.

25X1A

8. Aero-taxi Hangar: For Aero taxi details see [redacted] whether hangar was connected or just adjacent to another building Point No. 57. Hangar was brick; 100 x 40 x 20 m., shed-type roof, roof cover unknown; painted dark green. Located about 100 m. east of Point No. 7B. [redacted]

25X1X

9. SNB Hangar (Sbor Narodni Bezpecnosti): state police hangar. It was brick, had a shed-type tar paper roof of 60 x 30 x 16 m.; parking capacity; about five DC-3's. [redacted] one Junker-52, one LI-2, three Arado's, two Siebels, about five Sokols, five Fischer Storch's and one C-106. All aircraft were used solely by SNB members and their pilots to transport SNB people to various places. Offices were in south end of hangar. Hangar was located about 50 m. south of hangar Point No. 87. This SNB group had no connection with the Czechoslovak Airlines, it operated separately; it had its own repair shop in the hangar, but used most of the runways in case of need.

SECRET

SECRET/SECURITY INFORMATION

-6-

25X1A

- # 10. Workshops: in garages; brick /dimensions unknown/; shed-type roof; painted dark green, parking capacity of 15 trucks and passenger cars.
- # 11. Control Tower: on top of administration building. It was 20 m. high, square, 4 m. long, 4 m. wide; was equipped with red warning light and a reflector with yellow and white lights for parking aids.
- # 12. Billets: consisted of several brick buildings, shed-type roofs /cover unknown/; painted dark green. In them lived about 20 families; single mechanics, single ground crew members, and three single pilots. In front of billets were tennis court and flower gardens.
- # 13. Billets: wood; 60 x 10 x 4 m., shed-type tar paper roof; single story; painted dark green. It housed about 10 airmen who studied meteorology. They wore blue uniforms, blue shoulder boards, and oversea caps with Czechoslovak coat of arms (lion).
- # 14. Administration and Terminal Building: white, shiny stone; flat-roofed; L-shaped; two-storied. A control tower /Point No. 11/ was on top. This was the only white installation on the airfield, but [] this building was to be painted dark green for camouflage purposes. The building's longer wing was about 60 m. long, 20 m. wide, 11 m. high; shorter wing was about 40 m. long, 20 m. wide, 11 m. high. The main entrance for passengers was at the north end; entrance for employees on west side of short wing; three exits to parked aircraft /Point No. 3/. This building had a passenger's waiting room, a dispatch office (for Czechoslovakia only), a restaurant, a postoffice, latrines, briefing room for crew members, meteorological office, radio service, vice-director's office, and other offices. /Other administrative offices were in Point No. 5./
- # 15. Foreign Service Building: was of wood, single-storied, shed-type tar paper roof; 40 x 30 x 10 m.; painted dark green. It was located about 20 m. west of Administration and Terminal Building /Point No. 14/ and housed passport control office, STB office (Statni Bezpecnost) Secret Police, foreign money exchange bank, restaurant, airfield's movie theater, where crew members or passengers attended movies. (Showings were continuous, and were mostly of old American cowboy and various documentary films.)
- # 16. Test Building: brick; 30 x 30 x 10 m.; single-storied; shed-type tar paper roof; painted dark green. [] but heard that new engines were tested there. 25X1X
- # 17. Building: brick; two-storied; 15 x 15 x 15 m., shed-type roof; painted dark green. It was located at main entrance of airfield and housed guards and their families on second floor and guard office on first.
- # 18. Garages: located at east side of main entrance. They were of wood and were 30 x 10 x 5 m.; shed-type tar paper roof. /People from Point No. 12 parked their cars and motorcycles there./
- # 19. Building: wood; /same dimensions and constructional details as Point No. 13/ housed airfield's kitchen in north part, and assembly hall for political meetings and instructions in the south part.

There was no hospital on the airfield. An aid station was located in a hangar /Point No. 7 C/, and had one dentist, one physician, and several nurses. The dentist was so bad that nobody dared to see him twice. The main storage place for various aircraft parts was in middle of a hangar /Point No. 7B/; every hangar also had a small storage place.

SECRET

SECRET/SECURITY INFORMATION

-7-

25X1A

12. The following points refer to transportation facilities at the field Annex. C:

Point # 20. Main Entrance: for vehicles and pedestrians; about seven meters wide; iron gate; guarded by one military guard in a black uniform, with a pistol; guard office Point No. 17.

21. Fence: mesh wire with two rows of barbed wire on top; mounted on 80 cm. high concrete foundation.

22. Road: same as Point No. 5, Annex. A.

13. As far as defense installations and practices are concerned, there were no special warning devices on the airfield. When a siren was heard, it meant that all runways had to be cleared of all vehicles and pedestrians because an aircraft was going to land. In order to camouflage buildings, all installations except those at Point No. 14 were painted dark green in the fall of 1952. heard that in the near future even Point No. 14, together with all runways, would be painted dark green. There were no air raid shelters on the airfield. For antiaircraft gun positions,

25X1A

14. The airfield's militia (Zavodni Milice) had black uniforms, were armed with pistols during the day and machine guns at night; they guarded installations (mainly aircraft). the number of guards. four trained dogs accompanying certain of the guards. Military guards wore green uniforms with maroon shoulder boards, maroon garrison caps. People referred to caps as "kraboshka". Officers and enlisted men belonged to this militia, and, armed with rifles, guarded the airfield day and night. four women guards, who were older women in black uniforms armed with pistols; they guarded the main entrance Annex C, Point No. 20, and others were at north entrance. Women guards were on the airfield only during the day.

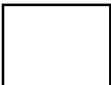
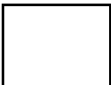
15. SNB personnel stationed at the field Paragraph 7, Point No. 9, Annex C included:

- (Fnu) ELIAS, staff captain, commander-in-chief; 30 years old; dark hair; bad teeth; 165 cm. tall; an ardent Communist.
- Miroslav NEDVED, a flying engineer; senior Lt.; 27 years old; 175 cm. tall; round face; dark hair; fanatic Communist; disliked.
- Josef PASA, pilot; former military pilot; 27 years old; 185 cm. tall; stout; dark brown hair.
- Zdenek WAGNER, flying engineer; 30 years old; 180 cm. tall; convinced Communist.

Note: For information on administration and personnel of the Prague-Ruzyně Civilian Airfield

25X1A

Annexes:

- Overlay on GSGS 4416 Sheet T-8 Kladno
-  Sketch of Runways on Prague-Ruzyně Airfield
-  Sketch of Prague-Ruzyně Airfield

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SECRET/SECURITY INFORMATION

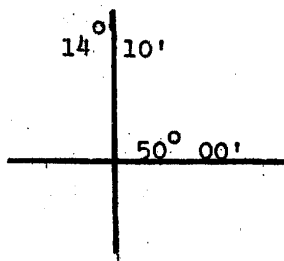
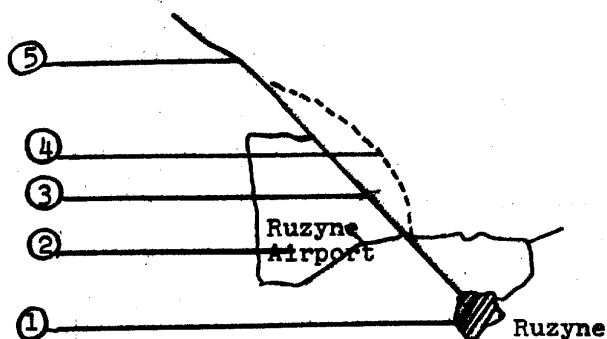
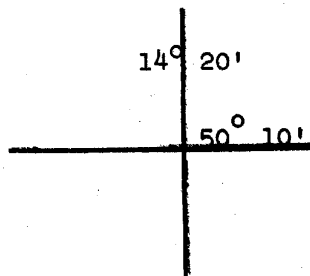
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Annex A:



25X1A

Overlay on GSGS 4416 Sheet T-8 Kladno



SECRET

SECRET/SECURITY INFORMATION

- 9 -

Annex A: (CONT'D)

25X1A

LEGENDPoint # 1. Ruzyne /5005N-1419E/: southwest part of Prague.# 2. Civilian Airfield Prague-Ruzyne.

3. Point where highway /Point No. 5/ had been terminated /as indicated by Point No. 4/ in order to make room for a 300 m. prolongation of Runway 22. [] the construction of new highway section cost a tremendous amount of money and the 300 m. runway prolongation was not of much value. 25X1X

4. New section of highway /Point No. 5/ on a 2 - 4 m. high fill; 20 m. wide, 2 - 3 km. long. Concrete and cobblestone at intersection with highway /Point No. 5/. Ditches on sides; construction completed in Winter 1952.

5. Highway Prague - Kladno /5009N-1406E/: 20 m. wide, of concrete, cobblestone on curves, with sidewalks for pedestrians. There were power lines and five-meter high deciduous trees along highway.

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SECRET/SECURITY INFORMATION

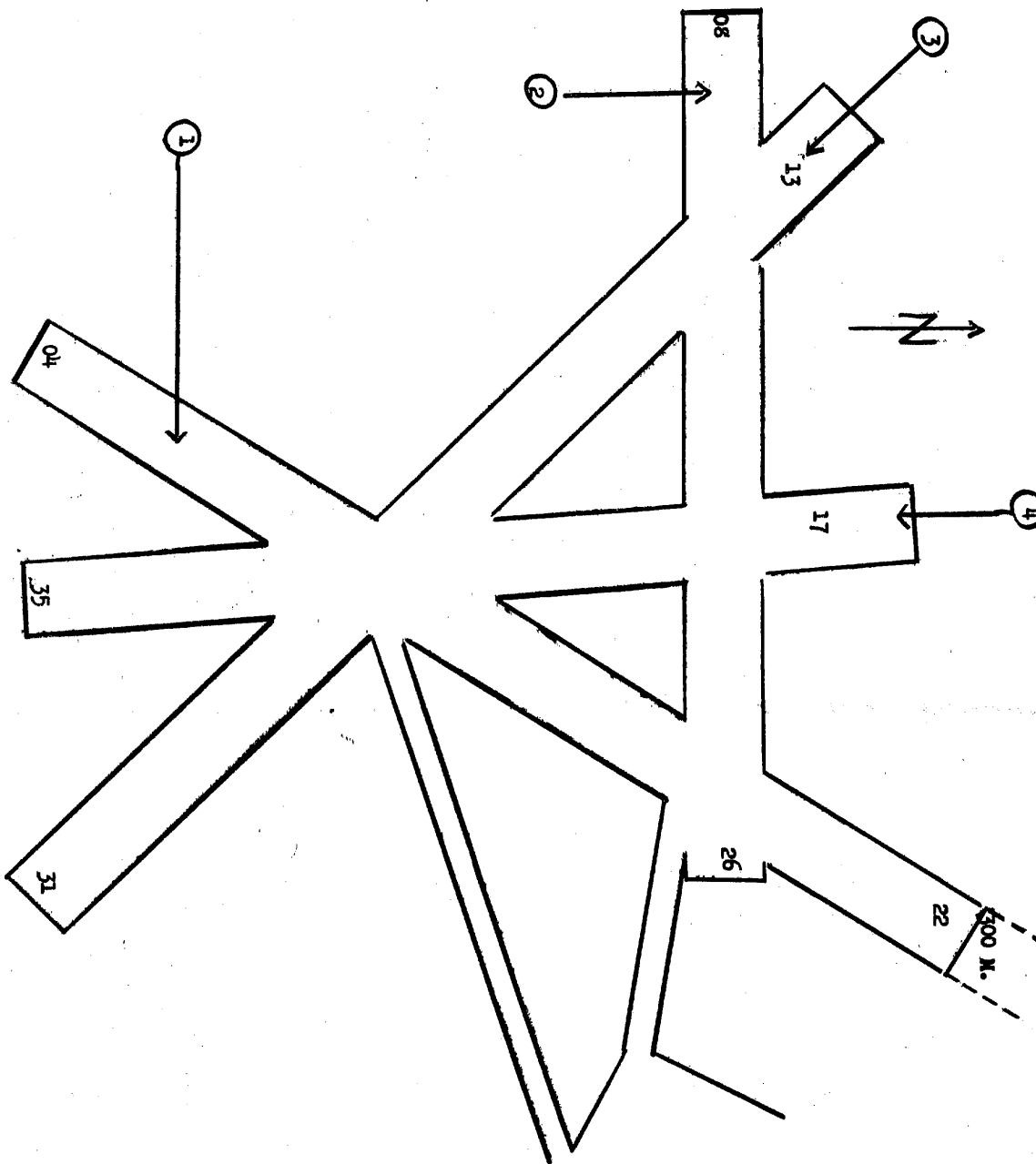
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Annex B:

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Sketch of Runways on Prague - Ruzyně Airfield



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SECRET/SECURITY INFORMATION

- 11 -

Annex B: (CONT'D)

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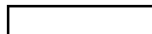
LEGEND

- Point # 1. Runway: 04 - 22; 1,950 x 60 x 1,000 m.; asphalt south from point of intersection of all runways, then concrete for 950 m.; very good condition.
- # 2. Runway: 08 - 26, QDM 082 - 262; 1,688 m. x 40 m.; asphalt for 1,388 m.; concrete for 300 m.; good condition.
- # 3. Runway: 13 - 31, QDM 127 - 307; 1,620 x 40 m.; asphalt for 1,094 m.; concrete for 526 m.; good condition. Runway 31 was built in 1950, and possibly extended further to the north-west.
- # 4. Runway: 17 - 35, QDM 172 - 352; 1,450 x 40 m.; asphalt for 950 m. and grassy for 500 m. /as indicated by dotted line on the sketch/; in good condition.

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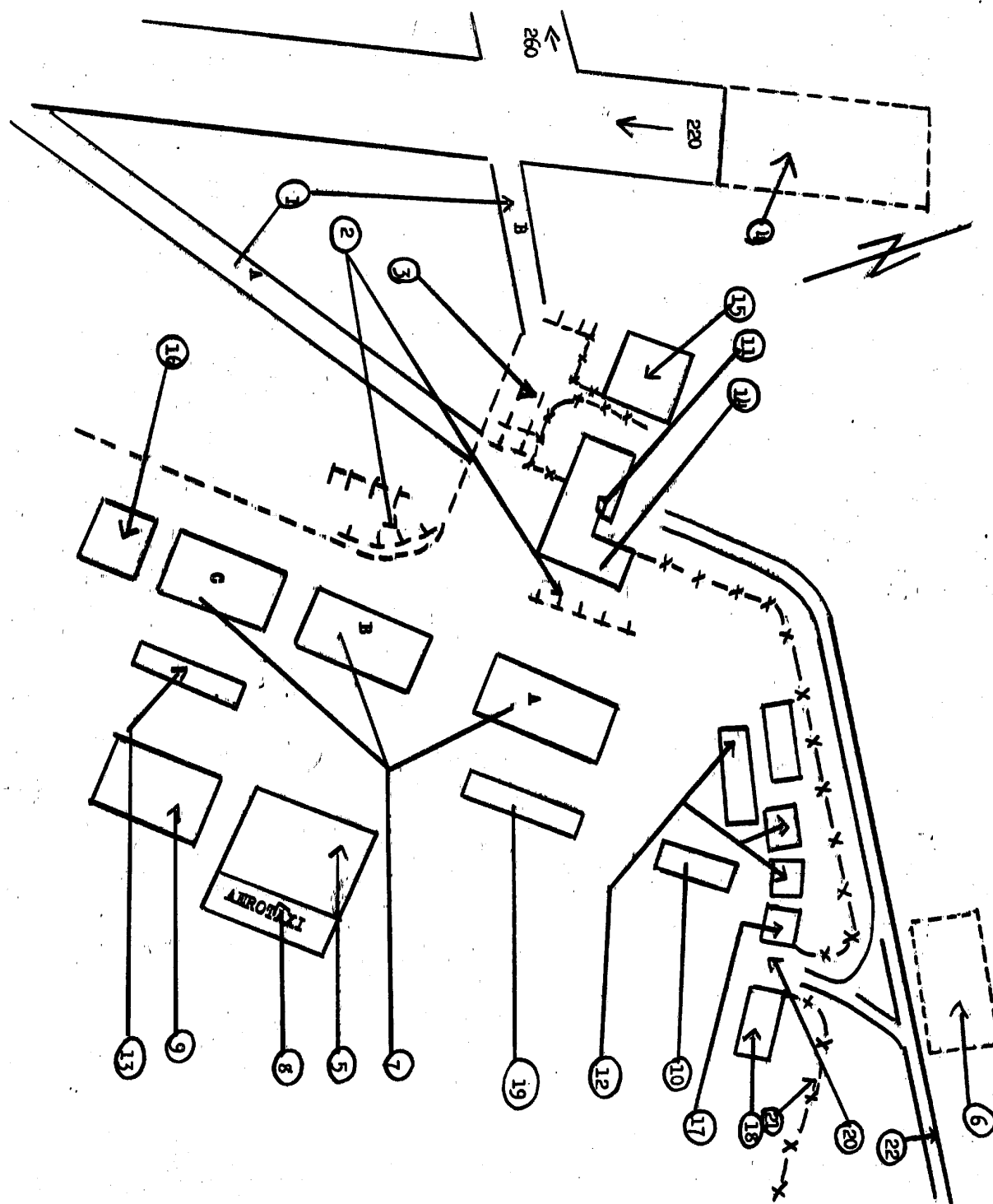
SECRET/SECURITY INFORMATION

- 12 -



25X1A

Annex C:



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